

The Sydney Morning Herald.

MONDAY, JULY 2, 1860.

NO. 6885.—VOL. XL.

SHIP ADVERTISEMENTS

FRONT DE FRANCE. The fast sailing cargo-ship, B. D. PUGH, master, having the greater portion of her cargo engaged, will meet with quick despatch.

For freight or passage, apply to R. TOWNS and CO.

MARRIAGE. The 26th instant, at St. John's Brompton, Gloucester, by the Rev. H. Taylor, Mr. Thomas Smith, assisted by the Rev. H. Taylor, Mr. J. of Waltham Abbey, Essex, England, to Miss, daughter of the late W. A. S. Lee, Esq., of George-street, Gloucester.

DEATH.

In the 26th June instant, at her residence, Bungay Road, Mrs. Beard, widow of the late Timothy Beard, senior, aged 76 years, at her residence, Margaret-street, the wife of the late Mr. Beard, of a daughter.

For freight or passage, apply to R. TOWNS and CO.

SHIP BOMBAY comes with quick despatch.—The ship CASTILLAN, G. H. BARRINGTON, commander of the undersigned immediately. E. BINGHAM, 13, York-street.

WILLIAM ALDEN'S.

There is a LETTER from your BROTHER ADOLPHE at the RAID Office. Apply to Mr. Wildman.

FRONT DE FRANCE. The fast sailing cargo-ship, CANTON, 690 tons register, G. H. PUGH, master, having nearly the whole of her cargo engaged, and a large portion down, will have quick despatch.

For freight or passage apply to MONTFIORE, GRANVILLE CO.

FOR LONDON. The fast sailing cargo-ship, 700 tons, R. RIDGE, commander, has nearly all her wool down, and will sail positively on the 10th July. Has a full pop and good accommodation for a few cabin passengers, who are requested to inspect the same. Apply to GILCHRIST, WATT, and CO.

WHITE STAR LINE OF BRITISH AND AMERICAN PACKETS. The fast sailing cargo-ship, B. D. PUGH, 700 tons, R. RIDGE, commander, will sail from Hobson's Bay, Melbourne, on July 10th.

For rates of passage, apply to LOHMAN, MACKIE, and CO., Melbourne, or to WILLIS, MERRY, and CO., 17, Church-street.

WANTED IN PASSENGER RATES. STEAM TO PARRAMATTA, ONE SHILLING.

On and after the 1st of July, the swift and commodious steamer plying between Sydney and Parramatta, will sail at half past 12 m. and 4 p.m. from Parramatta to 11 a.m. and 4 p.m. from Sydney, 9 a.m. and 4 p.m.

Fares. Cabin, 1s. 6d.; return tickets, 2s. 6d.; steerage, 1s. 6d.; deck, 1s. 6d.; deck steerage, 1s. 6d.; refreshments to be had on board.

TEAM TO BII-BAHN WATER. The BLACK SWAN, TO-MORROW, and on FRIDAY next, will sail thereto, addressed to Captain GOLDSMITH, will be owned by H. Walker and Co., until noon of MONDAY, the 2d proxime.

TEAM TO MELBOURNE.—Every FRIDAY, at 10 a.m., from the Phoenix Wharf.

Passenger will find this route both shorter and more direct than any other to the Klastra diggings, having the advantage of convenience at convenient distances.

Fare, 2s. 6d.

TEAM TO MANLY BEACH.—The PHANTOM leaves daily. Fare, 1s. on Sundays, 1s. 6d.

Steamer for Manly ... 10 30 2 15

Manly, 10 30 2 30

From Manly ... 11 30 4 30

etc. etc. every Monday morning at 8 15

WRENTHAM.—Every FRIDAY, at 10 a.m., return tickets, 2s. 6d.; steerage, 1s. 6d.; deck, 1s. 6d.; deck steerage, 1s. 6d.

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A few days ago we pointed out in general terms the resultless character of a great part of the proceedings of the Legislative Assembly, during the long and wearisome session now nearly brought to a close. We will illustrate the validity of our complaint by a specimen fresh in the recollection of the reader, which may serve to make the evil complained of more vividly apparent. Let us turn to the business of the last fortnight—that actually done and that which the Assembly was invited to do.

Any person accustomed to take a commonsense view of things would naturally have thought that the House would make the best use of its time, when it had but little left, and a great deal of work unfinished on its hands. The reprobate, who has been prodigal of life and its blessings, generally comes to his senses on his death-bed, and if he cannot make reparation for the evils he has inflicted, he tries, at least, to spend his last hours with an appearance of decency. Not so, our spendthrift Parliament; it is unrepentant to the last.

On Tuesday week the Assembly met with a business paper before it containing ten notices of motion and twenty-two orders of the day. That the reader may the better understand these various matters of business, we will enumerate them in a few words as possible.

MOTIONS.

1. To introduce a bill to regulate Chinese immigration.
2. Against the establishment of custom-houses on the coast.
3. To print a pietation.
4. For a sum of money to erect a bridge.
5. Against Government officers undertaking private employment.
6. To adopt the report on Church and School lands.
7. To adopt the report on the University.
8. In favour of distributing the funds for public worship, under schedule C, in accordance with Sir Richard Bourke's Act.
9. For copies of papers in the trial for the murder of Inspector Mc Gee.
10. For copies of correspondence in the case of Mr. Kentish.

ORDERS OF THE DAY.

1. Amendments in Indemnity Bill.
2. Amendments in Abattoirs Bill.
3. Amendments in Tolls' Amendment Act Repeal Bill.
4. Second reading of Penrith Bridge Bill.
5. Adjourned debate on lending the public money at interest.
6. Second reading of Claims against the Crown Bill.
7. Compensation to Mrs. De Courcy.
8. Second reading of Affiliated Colleges Act Amendment Bill.
9. Consideration of Necropolis Act Extension Bill.
10. Funds for experimental quartz-crushing machinery.
11. Second reading of Public Lands Bill (Mr. Black's).
12. Second reading of Land Tax Bill (Mr. Black's).
13. Second reading of Capital Punishments' Abolition Bill.
14. Second reading of Law of Primogeniture Abolition Bill.
15. Second reading of Inquests concerning Fires Bill.
16. Consideration of Sydney Council Debenture Bill.
17. Second reading of Supreme Court Verdicts and Judgments Bill.
18. Second reading of Commissioners at Newcastle Bill.
19. Address for money to repair the Cook's River dam.
20. Second reading of the Moreton Bay Immigration and Land Company's Act Amendment Bill.
21. Increase of salary of chief clerk and cashier in Customs department.
22. Second reading of New Trials Bill.

This was the list with which the Assembly began the last fortnight, and, with four exceptions, this long string of business remains to be cut away on Wednesday by his Excellency's speech. During the fortnight, a mass of other business has been placed on the paper, including Mr. Parkes's seven resolutions on the railway question, on which, considering that they relate to works costing the country near a million of money, and are based on evidence ordered by the House to be taken at its bar, all parties, one would think, whatever their views on the subject might be, would feel it their duty and be anxious to record an opinion. But, with the heavy catalogue before it—the twenty-two questions already taken in hand, and to which in a manner the House was pledged, and the many new matters of interest which it was invited to consider, what has the Assembly actually done? During the fortnight, it has disposed of four out of the thirty-two questions with which it commenced. But we ask to be shown the affirmative character of its doings. How has it disposed of them? The first week was consumed in debating the Council's amendments on the Indemnity Bill, which were negatived. The second week commenced with a question of privilege respecting the appointment of sergeant-at-arms, which occupied several hours, and ended in reaffirming a resolution arrived at in January last. The remainder of that sitting, and another sitting, were taken up with Mr. Hay's resolutions against the policy of inland custom-houses and the measures of the Government for collecting duties on the Murray River, which, after a discussion, in which the mover had nearly all the solid arguments to himself, were negatived. On Thursday, the Council's amendments in the Abattoir Road Bill were agreed to, and another Government order of the day was discharged from the paper. On Friday, Mr. Asher submitted his absurdly-worded motion for the extension of the southern railway, on which the House was counted out. Here we have the whole fortnight's work—a fortnight of negations. The only substantive thing done in the whole time was agreeing to the Council's amendments in the Abattoir Road Bill, which consumed perhaps fifteen minutes.

No doubt, there has been a constitutional struggle, and great principles have been asserted by contending parties, and one side has triumphed. Political feeling has been excited, and declamatory politicians have had a golden opportunity for their displays of eloquence. But constitutional struggles in themselves are poor things for hungry people to feed upon, and the privileges of Parliament will do little to pacify the discontented and suffering portion of society. The question put by little Peterkin, in Southey's poem, will be asked by many a starving wife and sulken labourer,—"What good came of it at last?"—and the best of our legislators would find it difficult to give a better answer than old Kaspar's—

"Why that I cannot tell," said he,
But 'twas a famous victory!"

Like the conjuror who swallows a plum cake, and then winds out from his mouth end of blue ribbons, our popular legislators have gulped down the demands of the people for a land bill, and are ready to give them, in substitution of it, any quantity of constitutional oratory. But even the conjuror puts aside his tricks on his death-bed. The people's representatives have no such compunctions of conscience.

A popular member of the House of Commons, W. J. Fox, has published a lecture to his constituents. "The can-
't electors large promises,"

THE SYDNEY MORNING HERALD, MONDAY, JULY 2, 1860.

says Mr. Fox, "trusting to chance to get him through the scrapes of failing in the performance. A system of immorality has grown up in this country calculated to excite the strongest disgust." It used to be said that Jove laughs at lovers' perjuries; but it seems to be the decided opinion of our aristocracy that Heaven smiles very kindly at the broken pledges of candidates who become members of Parliament." We fear this kind of immorality is not less perceptible with us than among the English aristocracy. We are inclined to doubt whether the boldest of members would have had the courage on the hustings to have told the electors that, if they chose him, he would absent himself for days and weeks together from the proceedings of the Assembly, and only attend when it suited his convenience or some special matter excited his interest. There would have been an equal amount of hesitation to have avowed before-hand *many* of the votes that have been given. And we feel pretty certain that such an account as that of the last fortnight will not satisfy the electors whenever they are met again.

AGRICULTURAL CHEMISTRY.

No. IV.—INDESTRUCTIBILITY OF MATTER.

In our last paper we described the mode in which chemical combinations take place, and we reduced all the phenomena to two general propositions. The changes which occur, through the operation of natural causes alone, are not so obvious to the casual inquirer as those which are brought about by the agency of man, because they proceed more slowly, and require a much longer time to become developed. But these changes are unceasing; there is nothing like *fixity* in nature—from the period when the seed is first buried in the soil, to the growth, maturation, and decay of the most insignificant plant, not an instant occurs in which it does not, silently and surely, contribute to that universal interchange of elementary matter which goes on, and must continue, to the end of time. Amidst all these changes there is nothing like *annihilation*; matter is, in its very nature, indestructible; and that Almighty Being, who first called it into existence, can alone reduce it to nonentity. Neither is there any *new creation* of matter going on—from the earliest period of its being to that eventful moment, when

The great globe itself,
All which it inherit, shall dissolve,
And, like the baseless fabric of a vision,
Leave not a wrack behind."

There is every reason to suppose that the elementary forms of matter have remained, and will continue, unchanged in quantity and unaltered in character. Truly, indeed, it is said of the Great Architect of the universe, "He weigheth the world in a balance," and wonderful, indeed, is the contemplation, that in all the transformations and incessant modifications which matter undergoes, there should have been no confusion, no disturbance in the *balance* of creation!

We shall be enabled, in a measure, to estimate the extent and nature of those changes, by observing what takes place during the conversion of wood into charcoal. We may take a large iron retort, such as is used in gas works, and arranged so that the products of the *distillation* of the wood, with which it is filled, may be retained. The first product that comes over is the water contained in the wood, and a further portion which is obtained at the expense of its *oxygen* and *hydrogen*; a proportional quantity of *carbon* is set free, and combines with the oxygen and hydrogen, to form acetic acid, or vinegar. As the proportion of carbon increases, it combines with the other principles, and then some empyreumatic oil is volatilised, which is gradually rendered thicker and of a darker tint, as it becomes more loaded with carbon. The charcoal that remains is the most brilliant looking of the female throng amongst whom he was encircled; the awful legal wig itself being simply viewed as all this, and much more besides, relating to the august ceremony I must leave unsaid, simply because I have been so long in saying it that the public interest in the subject has for the time evaporated. I shall, therefore, leave all these matters to the historian, into whose domain they have passed, and turn at once to other things.

Modern communities present many anomalies and contradictions, and Queensland is not to be singular in this respect. We often hear of the rapid progress of modern civilisation and the extent to which knowledge is disseminated among all ranks of the community, but a reference to the criminal statistics of a country generally furnishes a sad commentary on these congratulatory assumptions of the virtuous enlargement of the public mind. A person of a philosophical turn, who directs his attention to the Queensland estimates, cannot fail to be struck at once with the contrast between the costly and extensive machinery required to detect and punish crime and keep the general population in order, and the small sum devoted to the education of the people. Philanthropists tell us that what is expended in a judicious way on the instruction of the youth of a nation is saved in police and gaols, but modern statesmen do not go to work as if they believed that doctrine. Besides an expenditure of over £30,000 for police purposes, which the Estimates contain, there is now building at Brisbane a goal of most palatial proportions. A large part of this edifice is nearly finished under a contract entered into two or three years ago, and it is intended to borrow £14,000 towards completing it. Turning from this vast expenditure for police and gaols to the pittance devoted towards the instruction of the youth of the colony the disproportion is so great that it cannot fail to strike the least observant. To build a prison of such large dimensions on the speculation that future years will supply a criminal population to fill it carries something of an evil omen with it. When will some state or colony seriously set about proving to what extent a system of universal national education will go in lessening the amount of crime. The creation of the whole framework of a new Government here afforded a fine opportunity of solving such a problem, but I am afraid it will be lost. I am anxious that it should not be suppressed, from these illustrations to the criminal statistics of Queensland, present and future, that I have formed an unfavourable opinion of the colony in that behalf.

A lengthened struggle commences; the vital functions become weaker and weaker; until, at length, the pride of the forest falls to the ground, when they altogether cease. Chemical changes then take place in quick succession. The rain from heaven moistens, and the solar rays dart upon the prostrate trunk; and, under the influence of heat and moisture, the air begins to act chemically upon it. Insects favour the changes taking place by boring into the trunk, and thus admitting air and moisture into its very heart. The sun, air, and rain continue their operations, until the process of decay is completed. The fibre changes its external character, becomes brown, and loses its tenacity; or, in ordinary language, rots: the process goes on, the colour deepens, and the whole mass crumbles into dust.

It is not difficult to account for those changes. Under the influence of chemical action, the tree yields up its elements, to be recombined in more simple forms. The hydrogen unites with oxygen, and is gradually given off in the shape of water. The nitrogen and hydrogen combine and form ammonia in small quantities; whilst the oxygen and carbon, united, are slowly disengaged as carbonic acid gas. These changes continue until the tree is dead, and the dark crumbly

matter which remains, called *humus*, is found to consist of carbon, with a little hydrogen and oxygen, and the earthy substances that enter into the composition of the tree. Such is a short history of the changes taking place in nature during the progress of decay. Matter assumes its original form; enters into new combinations, and is dispersed abroad through the atmosphere to minister to the wants and contribute to the never-ceasing changes taking place in the animate and inanimate creation.

And thus Nature, like the fabled Phoenix of old, is renewed from her very ashes.

It is necessary that the agriculturist should well understand the nature of the changes which have been described; but as this requires a further acquaintance with the elementary substances which enter into the composition of plants and animals, we propose, in our next paper, entering more fully into the consideration of those elements—not, perhaps, in a strictly scientific manner, but in such a way as shall give a clear idea of their characteristics, and of the nature of the substances into whose composition they enter, which more particularly belong to the subject we have taken in hand. In pursuance of this intention, we propose to consider the chemical composition and nature of those important agents, air and water; and to show how they act on the vegetable and animal economy. This will lead us to the consideration of the different combinations effected through the agency of their elementary matters—the nature of the compounds so formed—and their importance in ministering to the wants of the vegetable world. As we have elsewhere observed, much obscurity exists as to the manner in which plants and animals assimilate their food—that is, how the raw products of creation (if we may be allowed the expression) are converted into the living tissues of plants and animals; but if we can succeed in shewing of what these organisms consist, and that certain substances obtainable from the atmosphere and soil are necessary to their formation, we shall have advanced a step—and that, not an unimportant one—in discovering the proper remedies to be applied, in order to restore fertility to exhausted soils; or to maintain them in that state of productiveness which will best repay the agriculturist for the capital and labour bestowed upon them.

NOTES MADE AT BRISBANE, IN QUEENSLAND.

BY AN INVALID.

The opening of the Queensland Parliament is long past, and the subject is already stale here, and must, I have little doubt, be out of date with you. I shall not therefore attempt to describe the pomp and ceremony observed on the occasion, how the Queensland mounted Rifles, their maiden sabres still glittering with the last polish imparted to them by the cutter's art, escorted the vice-regal chariot, and in that high office acquitted themselves right knightly; how Black Rod knocked at the door of the Assembly, and was encountered by the Sergeant-at-Arms, and the unintelligible colloquy that took place between these two ancients; how successive detachments of the Queensland fair gradually invaded the higher benches in the Council Chamber, and drove the honorable councillors to take shelter on the lower forms. How his Honor the Judge, in full judicial costume, was elbowed by degrees right into the middle of a bevy of fair dames, and how he was irreverently taken by some of the spectators to form one and not the most brilliant looking of the female throng amongst whom he was encircled; the awful legal wig itself being simply viewed as all this, and much more besides, relating to the august ceremony I must leave unsaid, simply because I have been so long in saying it that the public interest in the subject has for the time evaporated. I shall, therefore, leave all these matters to the historian, into whose domain they have passed, and turn at once to other things.

Modern communities present many anomalies and contradictions, and Queensland is not to be singular in this respect. We often hear of the rapid progress of modern civilisation and the extent to which knowledge is disseminated among all ranks of the community, but a reference to the criminal statistics of a country generally furnishes a sad commentary on these congratulatory assumptions of the virtuous enlargement of the public mind. A person of a philosophical turn, who directs his attention to the Queensland estimates, cannot fail to be struck at once with the contrast between the costly and extensive machinery required to detect and punish crime and keep the general population in order, and the small sum devoted to the education of the people. Philanthropists tell us that what is expended in a judicious way on the instruction of the youth of a nation is saved in police and gaols, but modern statesmen do not go to work as if they believed that doctrine. Besides an expenditure of over £30,000 for police purposes, which the Estimates contain, there is now building at Brisbane a goal of most palatial proportions. A large part of this edifice is nearly finished under a contract entered into two or three years ago, and it is intended to borrow £14,000 towards completing it. Turning from this vast expenditure for police and gaols to the pittance devoted towards the instruction of the youth of the colony the disproportion is so great that it cannot fail to strike the least observant. To build a prison of such large dimensions on the speculation that future years will supply a criminal population to fill it carries something of an evil omen with it. When will some state or colony seriously set about proving to what extent a system of universal national education will go in lessening the amount of crime. The creation of the whole framework of a new Government here afforded a fine opportunity of solving such a problem, but I am afraid it will be lost. I am anxious that it should not be suppressed, from these illustrations to the criminal statistics of Queensland, present and future, that I have formed an unfavourable opinion of the colony in that behalf.

A lengthened struggle commences; the vital functions become weaker and weaker; until, at length, the pride of the forest falls to the ground, when they altogether cease. Chemical changes then take place in quick succession. The rain from heaven moistens, and the solar rays dart upon the prostrate trunk; and, under the influence of heat and moisture, the air begins to act chemically upon it. Insects favour the changes taking place by boring into the trunk, and thus admitting air and moisture into its very heart. The sun, air, and rain continue their operations, until the process of decay is completed. The fibre changes its external character, becomes brown, and loses its tenacity; or, in ordinary language, rots: the process goes on, the colour deepens, and the whole mass crumbles into dust.

It is not difficult to account for those changes. Under the influence of chemical action, the tree yields up its elements, to be recombined in more simple forms. The hydrogen unites with oxygen, and is gradually given off in the shape of water. The nitrogen and hydrogen combine and form ammonia in small quantities; whilst the oxygen and carbon, united, are slowly disengaged as carbonic acid gas. These changes continue until the tree is dead, and the dark crumbly

matter which remains, called *humus*, is found to consist of carbon, with a little hydrogen and oxygen, and the earthy substances that enter into the composition of the tree. Such is a short history of the changes taking place in nature during the progress of decay. Matter assumes its original form; enters into new combinations, and is dispersed abroad through the atmosphere to minister to the wants and contribute to the never-ceasing changes taking place in the animate and inanimate creation.

And thus Nature, like the fabled Phoenix of old, is renewed from her very ashes.

It is necessary that the agriculturist should well understand the nature of the changes which have been described; but as this requires a further acquaintance with the elementary substances which enter into the composition of plants and animals, we propose, in our next paper, entering more fully into the consideration of those elements—not, perhaps, in a strictly scientific manner, but in such a way as shall give a clear idea of their characteristics, and of the nature of the substances into whose composition they enter, which more particularly belong to the subject we have taken in hand.

On the whole subject was shelved by the usual Parliamentary expedient—the carriage of the previous question.

In the Assembly the Ministry had a smart rebuff. It will be remembered that, on a former occasion the House affirmed the right of the Speaker to recommend the appointment of all vacancies on the staff of the House. The usher of the black rod having recently died, the sergeant-at-arms had been appointed to take his place. The Speaker recommended the appointment of Mr. Finch, formerly a member of the House, to the vacancy on the staff of the Assembly, which had been thus created. The Colonial Secretary, after some unofficial correspondence, formally declined to make the appointment, but stated his unwillingness to adopt the recommendation, or rather selection, by the Speaker, of any one of three other gentlemen whom he named. Now, it is pretty well known that the right of recommending a candidate for office is, in the official sense of the term, a royal right of nomination. That is to say, the person nominated must be appointed unless there is clear and manifest objection to him. The Speaker took this view of his right, and brought the matter before the Government. By a large majority the position which he had assumed was sustained and his conduct approved. The Government has since given way and appointed Mr. Finch.

It is necessary that the agriculturist should well understand the nature of the changes which have been described; but as this requires a further acquaintance with the elementary substances which enter into the composition of plants and animals, we propose, in our next paper, entering more fully into the consideration of those elements—not, perhaps, in a strictly scientific manner, but in such a way as shall give a clear idea of their characteristics, and of the nature of the substances into whose composition they enter, which more particularly belong to the subject we have taken in hand.

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OPENING OF THE GREAT WESTERN RAILWAY.

The Great Western Railway will, as the public have been duly informed, be opened for traffic today as far the Blacktown Road, a distance of about eight miles from its junction with the Southern line, and twenty-one miles from Sydney.

On Saturday last a final examination of the extension, preparatory to its opening, was made by Captain Martindale and some of the officers of the Railway Department. The day being generally one of leisure, the occasion was taken to invite a large number of gentlemen to inspect the line; the invitations were accepted by about forty gentlemen, twenty-one of whom were members of the Legislative Assembly, including most of the members of the present and of the late Governments. A few ladies also accompanied the party.

A special train started from Sydney shortly after ten o'clock, and, without stopping at any of the stations, proceeded towards Parramatta at a high rate of speed, which was abated only on passing the temporary bridges at Ashfield and Homebush before arriving at the new station. The permanent bridges at these stations are in progress; most of the piles being driven, they will in two or three weeks be so far completed as to allow of the up rails being laid, which will then be used for the entire traffic until the other bridges are constructed.

The first stoppage of the train was at the junction of the Western and Southern lines, where a quarter of a mile from the station, the old Parramatta station and nearly a mile from the town. The company here left the carriages, and examined with much interest the admirable appliances—familiar to those who are acquainted with the large railway termini in England—adopted for ensuring the safety of the different trains which will meet at this point.

The principal apparatus is a narrow timber frame some thirty feet in height, upon which a semaphore is fixed, the arm can be moved in a great distance on each of the three lines. The drivers of the engines have instructions to proceed quickly or slowly, or to stop, according as they are directed by the signals in the day time, or by the colour of the light exhibited at night.

From a gallery just under the semaphore the switches are worked for turning the points of the rails of the western extension, and according to the position of the points the train will be guided to the southern or western lines. The station at the junction consists of a commodious wooden platform on each side of the line, and also a plain building for a booking office. By the use of these the old Parramatta station will be superseded, the buildings of which will either be taken down or devoted to some other purpose.

After the arrangements at the junction station had been examined, the train proceeded along the western extension. The new line, a few yards distance from the junction, passes on the level to the Parramatta road, and, after skirting the eastern side of the town, is carried upon a timber bridge across Church-street, the main thoroughfare near the corner of Argyle-street. The distance from the junction to this point is about a mile and a quarter; a double line is laid so far, but for the remainder of the extension only a single line. There are two timber bridges before reaching the new Parramatta station. The first, about over Becket's Creek, is about two hundred feet in length, it consists of nine bays of piles, each having five feet of the greatest depth below the superstructure being thirty feet. Another creek nearer the town is crossed by a bridge 180 feet in length and twenty-eight feet in height, having nine bays of piles. Both of these, as well as all the other bridges upon this line, are of iron-built or timber construction to that of a model which was lately exhibited before the Legislative Assembly, and respecting the stability of which so much contradictory evidence was given.

The new Parramatta station is in Argyle-street, within a few yards of Church-street. The building is of brick, with stone dressings; the rustic work and moulded cornices give it a handsome appearance, while its size and admirability are well calculated to render it a most complete railway station in the colony. The length of the main building is 124 feet, and the width 18 feet; the projecting front giving additional space. Besides the requisite offices for the railway business, and waiting and cloak rooms, there is an office for the telegraph. The platform is 250 feet in length, and is covered for the length of the building. On the opposite side of the rails or goods station, of brick with iron laths, is about half finished, its dimensions being 110 feet by 60.

A few of the party got out of the train at Parramatta, but the majority accompanied Captain Martindale in it to witness the testing of the nearer of the two bridges over which they had just passed. It may be necessary, perhaps, to describe the manner in which the amount of deflection caused by a train passing over a bridge is ascertained. The experiment was tried between the two stations of the extension, the span being twenty feet. Two long laths were laid upon the span, and the bottom of one resting firmly on the ground, and the top of the other meeting the lower beam of the superstructure, corresponding notches were made on each, and they were held together until the train had passed, when the distance of the notches apart showed the amount of the deflection, which was not unassisted by the sides of the bridge. The length of the main building is 124 feet, and the width 18 feet; the projecting front giving additional space. Besides the requisite offices for the railway business, and waiting and cloak rooms, there is an office for the telegraph. The platform is 250 feet in length, and is covered for the length of the building. On the opposite side of the rails or goods station, of brick with iron laths, is about half finished, its dimensions being 110 feet by 60.

The new station was opened for the public on Saturday afternoon, and the first passenger train, consisting of two carriages and a coach, was hauled by a single engine, and passed over the bridge at the rate of 15 miles an hour, the deflection was tested by Captain Martindale to have been no greater when tested by two heavier engines and a much longer train.

After a short interval the train proceeded towards the present terminus of the Western extension, at the rate of about forty miles an hour. The first portion of the line is about one mile from Parramatta. The bridge over Church-street forms a considerable angle with that thoroughfare; its length is 132 feet, and the centre opening is one embankment to the other; the centre opening is a laminated arch of thirty-five feet span. Within the town there are three other bridges of similar construction, carrying the railway over Marsden-street, O'Connell-street, and Pitt-row. Connecting the line are some very heavy embankments averaging eighteen feet in height above the roadway; one of these is about half-a-mile in length. On leaving the line the curves slightly increase, and the road to Parramatta Domain at the back of the old Government House, where there is a cutting a quarter of a mile in length, and twenty-six feet at the greatest depth. Further on at the western end of the Domain there are two other cuttings of about the same dimensions; over one of these it is intended to throw a light bridge, and over the other a public road, the land on either side, which has recently been in almost allotments. These cuttings are three deep, dark shale, similar to that which forms one of the points of dispute between the Engineer-in-Chief and Mr. Rhodes, as to whether it should be charged as rock. Beyond the Domain the line runs through Toongabbie and Prospect, where there are some cuttings of moderate size, and some bridges over the creeks of the same description as those near Parramatta. As the line approaches Blacktown the works have been of a light description.

The railway to the Blacktown road being only a portion of the western extension, the continuation of which is Penrith is being carried on by Messrs. Petre and Co., there are at present no indications around the station of the traffic that it is expected to obtain, being scarcely a house in view, and a forest of gum-trees enclosing both the road and the line. About three miles further along the road are the remains of Blacktown, which will be a considerable settlement. A piece of land was given by Governor Macquarie to a number of aborigines who cultivated it successfully for a few years, and a school for their children was for some time in existence. The town of Richmond is about twelve miles beyond the station, and Windsor sixteen miles, the last population and extensive agricultural produce of the Hawkesbury district, will be available for the traffic on the new line, the road to the railway being a good one.

As the Great Western railway takes rather a more northerly course than the road, they are for several miles a considerable distance apart. The Blacktown road meets the western road two miles and a half from the station, and the junction of these roads is five and a half miles from Parramatta, and fifteen from Penrith. The road from that junction to the new station being a very indifferent one, the northern and Penrith coaches will continue for the present to come to and from Parramatta—the loss of time which the railway would save being more than compensated by the greater convenience afforded in Parramatta.

The station arrangements at Blacktown consist of a four-story brick building, with booking office attached; a loop road for shunting carriages, and a carriage dock for loading goods, trucks, horses, and carriages. There is a post office attached to the building from the Richmond road, but at present there is no telegraph station at Blacktown. The preparation for the station being only commenced a fortnight since, the buildings are not yet complete, but will be ready for the reception of the station master in the course of this week.

LIST OF ESTATES SURRENDERED OR PLACED UNDER EQUITATION DURING THE QUARTER-OF-YEAR ENDING JUNE, 1860.						
	Estimated Liabilities.	Estimated Assets.		Charles Hall, Sydney, emigrant, 1852	272 2 0	60 10 0
April				W. Wang, Soho, storekeeper, 1852	216 5 6	21 10 0
5. Samuel Wadson, Bathurst, solicitor	\$507 2 2	\$266 13 3	W. W. Wilson, Burwood, wool, &c., 1852	216 0 4	173 0 4	
Jane McGrath, Bathurst, stockkeeper	258 17 7	116 0 8	Denis Martin, Woolloomooloo, draper, 1852	187 18 8	7 0 0	
John G. Miller, Bathurst, bunging, Mollong, bankkeeper	710 19 5	70 1 6	14. Thomas Underwood, Paddington, gentleman	10,633 6 0	10,403 0 0	
Abram Lawley, Lower Hunter, innkeeper	479 0 5	407 19 4	15. William Luff, Waterloo, draper	151 12 2	32 10 0	
Thomas Barnes, Newtown, brickmaker	100 17 6	7 0 0	16. Charles De Boos, Sydney, agent	106 5 7	15 0 0	
James Shanks, Newcastle, timber merchant	549 4 0	430 0 0	17. Samuel Goldsborough, Newington, 1852	89 4 5	17 17 9	
William Robert Shead, Sydney, writer	35 13 7	13 4 4	18. Joseph Pitt, Windsor-road, blacksmith	66 15 6	5 0 0	
Henry G. Goss, Sydney, 1852	596 19 4	193 3 2	19. John Brown, Tregony, 1852	13 10 6	0 0	
William Sugden, North Shore, 1852	1,068 17 2	1,353 10 0	20. Elizabeth Martin, Bodalla, widow	1,584 16 1	1,167 9 6	
Augustus Robinson, Sydney, writing clerk	61 9 6	8 0 0	21. Thomas Werry, Walls, Bradbury, 1852	12,707 13 6	3,945 14 0	
John W. Wetherell, Sydney, agent	87 6 2	15 7 0	22. Thomas Baff, Sydney, sheaf-maker	157 8 6	95 15 0	
John De Lancy, Sydney, pauper	30 10 0	0 0 0	23. Edward McConville, Sydney, farmer (comptroller)	106 7 0	0 0 0	
John Adams, Gomersal, 1852	38 15 0	0 0 0	24. Charles Henry Ross, 1852	70 4 6	7 0 0	
Alfred G. George, Sydney, North Shore, grocer, 1852	103 11 0	0 0 0	25. William S. Ross, 1852	354 0 0	62 18 9	
John G. Goss, Sydney, 1852	1,427 0 0	2,130 0 0	26. John Lomden, Hexham, timber merchant	69 14 7	10 3 0	
James Kingsbury, Singleton, 1852	1,068 0 0	15 0 0	27. James Skinner, New England, storekeeper	1,279 16 4	1,132 2 0	
John G. Goss, Sydney, 1852	1,068 0 0	15 0 0	28. Thomas P. French, Sydney, publican	2,004 3 4	1,989 0 0	
James Oestivius Bradley, Sydney, 1852	1,285 10 0	6,161 10 0	29. James Oestivius Bradley, Sydney, 1852	1,285 10 0	6,161 0 0	
John McConville, Sydney, 1852	43 17 6	4 0 0	30. William S. Ross, 1852	4,137 0 0	4,201 0 0	
Thomas Fy, Campbell's River, farmer	222 13 0	119 0 0	31. William S. Ross, 1852	95 8 0	8 0 0	
John G. Goss, Sydney, 1852	1,762 0 0	1,655 0 0	32. William S. Ross, 1852	473 1 9	41 0 0	
James Richardson, Newtown, gardener	403 2 8	23 1 8	33. William S. Ross, 1852	91 7 0	21 12 0	
John G. Goss, Sydney, 1852	856 0 0	10 0 0				
John G. Goss, Sydney, 1852	424 1 9	420 0 0				
Henry Ward, Sydney, 1852	185 17 0	90 0 0				
Alexander Robson, Paddington, grocer, 1852	637 15 6	4 0 0				
Robert Holt Smith, Maitland, 1852	50 0 4	20 0 0				
Robert Upjohn, Newtown, pauper	187 18 0	84 12 0				
George Cocks, Windsor-road, Farmer	748 15 0	341 0 0				
Thomas Easton, Cowell, 1852	564 17 10	0 0 0				
John Williams, Sydney, labourer	57 15 0	23 0 0				
John Farnham, Wollongong, 1852	426 15 0	95 10 0				
Robert Scarpe, North Sydney, 1852	567 19 11	40 0 0				
Edward Johnson, Sydney, drainer	719 3 0	30 0 0				
John Hamlin, Sydney, 1852	9,480 10 0	7,965 0 0				
John Phillips, Orange, 1852	3,166 0 0	3,458 16 0				
John Hall, Paddington, 1852	30 14 10	17 15 0				
John O'Farrell, Sydney, 1852	583 10 0	15 0 0				
Alexander Watt, Bathurst, 1852	3,607 0 0	3,450 15 0				
John Wickes, Paddington, 1852	1,825 4 11	1,288 14 3				
Thomas Easton, Newtown, 1852	1,665 0 5	1,224 10 0				
John Williams, Sydney, 1852	20 1 4	8 15 0				
Patent Tracy, Maitland, 1852	285 16 7	22 0 0				
David Miller, Sydney, publican	102 10 2	16 15 0				
Thomas G. Goss, Sydney, 1852	96 0 2	97 19 4 6				
Michael Hamill, Sydney, 1852	1,448 6 8	1,383 14 7				
John G. Goss, Sydney, 1852	31 19 0	0 0 0				
George Birch, Maitland, 1852	279 0 0	63 3 0				
John Alexander Wilson, Sydney, 1852	94 11 1	1 0 0				
Leopold Ferdinand Sachs, 1852	1,906 5 5	250 0 0				
James Gill, Maitland, 1852	47 5 3	2 0 0				
Frank Thompson, London, 1852	35 7 9	10 0 0				
John Craig, Wollongong, 1852	225 8 6	111 0 0				
James Goss, Sydney, 1852	200 15 0	95 0 0				
James Wray, Newcastle, 1852	99 4 4	26 19 7				
Robert Cook, Sydney, tanner	247 5 7	112 19 9				
John Hamlin, Sydney, 1852	706 0 0	30 0 0				
George Harper, Windsor, 1852	15 8 5	0 0 0				
Thomas Grant, Coogee, 1852	610 7 6	368 19 0				
John Alexander Wilson, Sydney, 1852	94 11 1	1 0 0				
Leopold Ferdinand Sachs, 1852	1,906 5 5	250 0 0				
James Gill, Maitland, 1852	47 5 3	2 0 0				
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MERCANTILE AND MONEY ARTICLE

Saturday Evening.

The amount of Customs dues paid to-day is as follows:—

		£	sd
Brandy	100	13	6
Gin	100	13	7
Whisky	100	13	6
Rum	100	13	0
Wine	100	13	0
Ale, porter, and beer (in wood)	25	12	0
Tobacco and snuff	10	8	0
Coffee and chocolate	10	8	0
Sugar, unrefined	220	0	0
Opium	6	3	0
Leaving wages duty	220	0	0
Pilots	10	8	0
Dues	8	12	0
Total	6047	6	7

In the intestate estate of Mr. Busfield, Messrs. Drynan, Saunders, and Stewart, have taken out letters of administration. Mr. Prince, who was also appointed to act with these gentlemen, resigned, declining to act with four administrators.

The monthly general meeting of the members of the Sydney Chamber of Commerce will be held on Monday (this day), at 3 o'clock.

In our notice of the tobacco market, on Saturday, we erroneously quoted Barrett's negrohead at 1s. 1d. to 1s. 2d.; the figures should have been 2s. 1d. to 2s. 2d.

The following statistics relating to insolvency in the United States are taken from the *New York Economist*:

For the last three years to the date of the United States and British North America for the last three years to the end of 1855, \$55,571 dollars, irrespective of the losses by railroad and other public companies, which it is needless to remark, have been largely increased by the failure of the railroads, and the same dollars will prove an absolute loss to the creditors. In 1857, the failures in the city of New York were about 18 per cent. of the total, and in 1858, 18 per cent. of the total, showing that the process of insolvency in that effect of the crisis of 1857 had been relatively more rapid in that year.

The number of failures in the United States during last year was 3915, with liabilities amounting to \$4,191,000 dollars, which is a decrease, as compared with that of 1851 of 512 failures, and \$4,000,000 dollars, and with a corresponding increase in the number of failures in New York, the East and British North America, for 1859, are as follows:—

Failure. Liabilities.

New York City 299 13,188,000

New York State 123 31,453,062

State of Massachusetts 61 1,159,000

New Hampshire 25 387,000

Virginia 25 350,000

Provident 20 264,000

State of Rhode Island 10 319,000

Other parts of British Province 4,078,000

From this comparison, it will be seen that the average amount per failure in this city is \$4,400,000 dollars, while in Boston it is \$55,737 dollars, or six times that of New York, and that the failure in New York is 10 times that of the State of Rhode Island, and with debts amounting to \$7,932,000 dollars, or 12,47 dollars per failure. The proportion likely to fail in 1860, with liabilities amounting to \$1,000,000 dollars, will be 100 to 180, with liabilities per failure, 11,673 dollars, which shows that the failures in that community have been confined chiefly to the smaller traders.

The whole number of failures for the past year, 401 are observed as abounding and swindling debtors, their obligations amounting to \$2,600,000 dollars, or 6,488 dollars per failure; 1855, 3915 failures, with debts amounting to \$4,191,000 dollars, or 10,647 dollars per failure; and by inference, that the larger capitalists of that city—the sole men of New York—are really not “solid” and that the failure of 1857 was not a “solid” failure, but a failure of the smaller traders.

The same amount of failures during the past year is a satisfactory confirmation of the statement of the *Commercial Standard*, and the comparative insolvency of our own city from these figures is a welcome token of the strength and prosperity of our business firms.

To the Editor of the Herald.

Sir—On Thursday last, the 28th instant, I was summoned to the office of the City Clerk, to receive the following information:—A German residing in my neighbourhood (Carrington-street) had endeavoured to extort a dog of his from a number of other dogs fighting in the street, placed one of the animals, and was about to shoot it, when I interfered, and saved the dog. The German, I believe, that about the neighbourhood with an execrable owner.

I repeat, that, in addition to the picture of man's inhumanity to man, which is to be seen in the German's conduct, he is execrable.

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